

MODELING

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TO BE OR NOT TO BE ORIGINAL THAT IS!!

Way back in the 1930's, before plastic diesels and box cars were even dreamt of, there were train collectors. Many of these fellows collected trains when ten dollars was a lot of money. As a result, today these collectors have large collections of tinsplate "O" and Standard that stagger the imaginations and bank accounts of many new collectors. Years ago people were happy to sell or even give trains to a collector and rare did they ever hear, "Make me an offer," or "What is it worth?"

One of these older collectors was a very enthusiastic hobbyist named Lou Hertz. He visited factories, showrooms, and offices of various tinsplate train manufacturers some of whom had ceased production years before. He became the editor of various magazines and columns over the years on the subject of tinsplate train collecting. He collected historical data on Ives, Dorfan, Lionel and other companies. He also wrote a number of books, some of which are exclusively on collecting trains and are today collector's items. Some of the titles are Messgrs. Ives of Bridgeport, Riding the Tinsplate Rails, and Collecting Model Trains.

It's sad to think that these books are not being published again as they are so useful. Although these books may have been written in the late 1940's their information is still very pertinent to today's serious collector. I was reading one of his books and I recall how certain chapters feel as if they had been written a week ago. Various comments

about rising prices, new collectors, buying, selling, and trading are the same opinions being voiced today almost twenty years later! But there was one major feeling at that time that has since greatly changed and that is regarding originality.

To restore or not to restore, that is the question. Lou Hertz felt that trains should be left original as they were picked up from their original owners. He is such a purist that in one book he mentioned he would rather have the original broken crumbling wheels than have the engine wheels changed to new wheels! He and others feel that tinsplate trains should not be cleaned, only dusted and if necessary waxed. (Similar to Coin Collecting?) Touching up scratches and chips he felt should ruin the value and all restorations should be valued at one half the value of an original. An engine in let us say good condition should remain in original condition and be worth more than an excellent restoration. Many others feel all restorations should be done in colors in which an original model never came such as a green 400E or blue 9E, so as to make it easily recognized by a new collector.

Now you're probably saying what if I get a rusty, dented, chipped, basket-case, bomb, should it be restored? Of course, it should definitely be restored, but what I am saying is those standard and tinsplate prewar trains should be definite candidates for restoration, not victims of an itchy paint brush or a sudden artistic urge to restore those that should remain original. Lou Hertz was concerned for originals and for this reason he never joined TCA and declined the TCA presidency when it was offered to him. That leaves you something to think about!

I agree with Lou Hertz for I would rather have a not so perfect original than a magnificent restoration. My feeling has always been if something is left original you can always paint it in years to come but once painted you can never in years to come make it original again as it once was. I write this hoping that many new collectors will borrow the Hertz books from fellow collectors if they have not already done so. If you collect prewar it is virtually a necessity and after reading some of his books you'll be surprised to see that collecting hasn't changed much except in this new era of acceptance toward restorations and reproductions. To paraphrase the words of one great patriotic collector, "Give me an original, or give me death." Well, on second thought I'm not that serious a collector.

HOWARD GODEL

HOW TO RESTORE BATTERY EATE. N.H. TYPE ELECTRIC LOCOS

Lionel New Haven type electric locomotives (#2350) with battery damaged frames are too often junked or hidden in boxes when they could be restored with just a little time and effort. To start the job, remove the body, trucks, motor and all parts on top of the frame except the light sockets. Then drill out the four rivets - which hold the die-cast battery-well; release the well from the frame and file off all burrs from the rivets. Now, remove all rust and corrosion with wire brushes, scrapers, coarse emery cloth or other means required. Smooth out the lumps of corroded steel on the frame with a medium grit grinding wheel or with a file where you can reach it with the latter. Be sure that you get all of the lumps for a good result.

To fill the pits and build up eroded sections of the battery-well, use a good grade of well-mixed, filler type epoxy cement. Rebuild the battery hole itself with the aid of an old, round chair or table leg with a straight taper from 3/4 inch to about 1 1/2 inches. Wrap the leg in polyethylene film and insert it into the hole from

the bottom of the well until it fits tightly. Make a cardboard or masking tape collar to fit around the outside of the battery hole ring on the inside of the well. Now, restore the ring to its original shape by filling the space between the collar and the tapered leg with epoxy which will not stick when dry to the polyethylene or to the tacky side of masking tape. Remember that a little turpentine on a finger or brushed onto the epoxy keeps the latter from sticking while being smoothed and shaped.

Pits in the steel frame are filled by epoxy brushed or smeared on with a finger wet with turps. Apply a thin, even coat of epoxy with special attention to any deep pits or holes. After at least twelve hours, sand the dry epoxy on both frame and battery-well and finish with a coat of flat black paint or lacquer. Fasten the battery-well to the frame with self tapping steel screws forced into holes drilled into the well where the rivets formerly held it in place. Re-assemble the loco and you are all set.

O. C. HOLLAND

QUESTIONS??

What does the RR mean on a 671 Pennsy steam turbine 6-8-6 loco? I recently picked one up with the number 671 like so.

RR

When was a Dorfan 0-4-0 electric outline clockwork loco made with the number 99-100; color red-brown and black with 2-4 wheel passenger cars???

R. T. SAPPELLI

LINESIDE SCENERY

When properly defining Right-of-Way, one must not only consider roadbed and track over which trains operate but also all of the property adjacent to the track which is owned and used by a railroad. This also includes signals, stations and all other structures and buildings that are nearby.

Every mile of main line contains some form of lineside apparatus. Some of these things include such

structures as a transformer box attached to a power line post, a snow fence, an emergency spare rail support holding one or two rails or a neatly arranged pile of wooden ties.

The section foreman's house is one building which will be found repeated often on a real right-of-way. This structure usually is not much more than a simple, unpainted shack that can be constructed out of pieces of stiff cardboard. The section crew camp frequently will be found with the foreman's shack. Oftentimes this is an old box car from which the running gear has been removed. The car is jacked up on cross ties and is fitted with rows of bunks and a wood stove. A second outdated box car is often placed next to the bunkhouse and used as a cookhouse and mess car.

The section foreman's house and the section crew's camp usually will be situated in the center of the track section they have been assigned to maintain. Nearby will be the tool house and the hand car shed.

Other pieces of lineside equipment which are easily constructed are the locomotive water columns, which may be carved out of wood, the elevated shack for the crossing gateman, and a highway bridge over the railroad track.

Where the right-of-way runs along in a deep cut in a hilltop, an excellent opportunity is presented for building a highway or country road through the hill and have it cross the railroad tracks using a bridge. For a modern highway lined with white posts and a cable fence, and a girder bridge might be used. If the road is little more than a country trail, a hand-made bridge might be sufficient.

The snow fence is another interesting piece of lineside scenery. Sometimes these fences are permanent year-round fixtures on the right-of-way and sometimes they are portable. They are used to break the wind that drives snow into drifts and are needed most in railroad cuts where snow is most likely to collect. A permanent snow fence is built as long and as high as conditions require.

A railroad yard is an arrangement of tracks off the main line for loading and unloading freight cars, making up or breaking up freight trains or for storage of empty freight cars. There are five basic kinds of yards. They are called freight yards, storage yards, classification yards, coach yards and engine yards.

Many model railroaders find little reason for incorporating in the model system a passenger car service yard or a coach yard. On a large system operating two or three passenger trains and having one or two stub-track terminals, a single hold-over track or through siding usually is found sufficient for all storage purposes.

Every model railroad with a freight business however, should have a freight station, team tracks and freight yards. Only by the use of this group is it possible to effect delivery of freight shipments to business, stores and factories which do not have their own spur sidings.

Team tracks are stubs in the freight yard with space enough between each track so that trucks or wagons can back up to box cars and load or unload them. The small freight yard also includes a freight station or depot, usually placed between two stub tracks and with long platforms on a level with car floors. The entire freight yard is frequently enclosed within a high cyclone fence with gates at the entrance track.

The miniature railroad system having an extensive freight business should also have a classification yard. There are two types of classification yards. One is a hump yard with freight cars sorted by a means of gravity.

The other is an engine-manned yard with busy switching engines shunting cars from track to track.

A large hump or gravity yard is actually two yards in one. There is a set of tracks devoted to receiving and another to outgoing trains. Between the receiving and outgoing fan-shaped track arrangement is the hump or track elevation.

Cars are pushed up the hump and released. As they are released and roll down hill gravity, they are switched from a control tower into one body, track or another to couple into their proper trains. The speed of the rolling cars is regulated by a track device known as a car retarder. This is also controlled from the tower. The retarder acts as a brake in pinching the wheel flange against the rails.

RICHARD DENES

YE OLDE RAILROAD LINGO

WASHOUT-Track ballast washed away by water action.

SPAR-The wooden rod used in poling operations.

HIGHBALL-To speed or an indication of a signal to go ahead.

ENGINE YARD-The yard in which engines are stored and service.

DIAMOND STOCK-A diamond shaped smoke stack.

GRADE CROSSING-An intersection between a crossing and tracks on the same level.

BUNKER-A bin, usually elevated, for storing coal.

CALL BOY-An employee whose duty it is to summon crews.

CONSIST-The cars which make up a train, usually used in connection with freight trains.

BRASS HAT-Top railroad executive.

BLEED-To drain the air from a car or cars.

SEMAPHORE-A signal which uses an arm.

PEDDLER-A way freight.

HELPER-The second or added locomotive on a doubleheader.

FACING SWITCH-A turnout with the points facing traffic.

DEADHEAD-An empty car or a locomotive traveling without cars.

BROWNIES-Demerits issued to railroad employees for slight infractions of rules.

CLASSIFICATION YARDS-An arrangement of track for breaking up trains and re-grouping cars bound for different destinations or on different routes.

HUMP YARD-A freight car yard with an elevated track which furnishes the force of gravity to move cars from track to track, in order to classify them.

HAVE: Lionel 6464, 6475, 6356-1, 54-6446, 2523, 2350, 2020, 53-6417, 6017 B. & M., 645U.P., 6167U.P., 2400 series, 6418, others.

R. J. DENES

HAVE FOR SALE: Gears Compound Idler for #33, #38, #42, Early Super Motor; Limited Quantity; also gears for other STD & "O" Motors.

BRUNO BORZONE

HAVE: Front and trailing trucks for standard engines 400, 392, 390, 385, and 384; also front and trailing trucks for "O" gauge 238, 249E, 255, 257, 258, 260, 261, 262, and 263.

ARTHUR ROSENTHAL

CROSSHEAD-A block of metal on a locomotive, joined to one end of the piston rod and to the main or connecting rod and sliding back and forth on crosshead guides.

RIGHT-OF-WAY-The strip of land upon which a railroad and its facilities are built, including tracks, drainage ditches, signals, bridge abutments, telephone lines, sidings and buildings.

SECTION HOUSE-The section foreman's home, sometimes housing the section laborers, built and furnished by the railroad.

TRAINMASTER TRANSFORMER-A miniature railroad transformer of exclusive design, having a built-in circuit breaker and dials for sensitive control of the voltage flowing into several-separate switches.

SIGNALS-Instructions transmitted by any method other than by word of mouth or in written form, such as arm signal, fusee, lantern signal or bell signal, whistle signal, or fixed signal.

SERVICE TRACK LOCOMOTIVE-Track in the engine terminal for the servicing of locomotives and on which ash pit, wash racks, coal tipple, sand tower, and water columns are located.

ROUNDHOUSE-A circular structure with tracks radiating from the turntable, for the storage, service and minor repair of locomotives.

CABOOSE-An outfitted car at the end of a freight train for the convenience of trainmen and handlers and usually having a raised cupola on its roof. THIS CABOOSE IS AT THE END OF METCA?